

ROAD CONDITIONS IN SOUTHERN JERSEY

A. C. A. Roadman Gives Valuable Information for Those Who Enjoy Touring.

Motorists in a hurry to get to Atlantic City with a desire to avoid one or two short stretches of construction will find the above route all in good condition. All roads leading to the shore resorts and the ocean drive are in good condition except some construction work from Eatontown and from Long Branch to Asbury Park, where very short detours may be necessary.

A very delightful way to reach Long Branch and points beyond is to go from Perth Amboy to Keyport, then through Middletown to Red Bank, then over the new Harding road to the Rumson road to Seabright and down along the coast. A very picturesque drive may be taken from Keyport around through Atlantic Highlands and Highlands of Seabright.

The Colts Neck road is also very good from Freehold to Long Branch. There is construction work between Keyport and Matawan on the direct road to Freehold. There is also construction work between Lakewood and Toms River and between Lakewood and Burreville at Laurelton. Motorists going to Atlantic City can continue on down from Point Pleasant to Seaside Heights then west to Toms River, avoiding all of the construction work around Lakewood.

There are two short places where work is going on and where the traffic is being maintained and no detours necessary. One at Barnegat, the other at Tuckerton. There is construction work on the White Horse Pike, which is the direct road from Philadelphia to Atlantic City between Camden and Berlin. Motorists going south will have to detour from Camden through Federal street and Haddon avenue to Mount Ephraim avenue then through Chews Landing, Blackwood and Clementon to Berlin.

Dort Business In Full Swing On Broadway

Business is in full swing in the new Dort headquarters at 1872 Broadway, where a full line of cars is being shown. This comprises what is known as their Yale line, in both sedan and coupe models, which were brought out early this year with the idea of giving a closed car at practically open car price. These models are substantially built in every way, and give the full measure of closed car comfort at an exceedingly low price. They are built for service, the interior being upholstered in leather up to the bottom of the windows and the remainder in the usual manner in cloth.

The Harvard line of closed cars is shown in both the sedan and coupe models. These cars have specially designed bodies, offering every comfort and convenience to the passenger, and are equipped with the very latest type of interior fittings.

In addition, the Dort open cars in both the touring and roadster models are shown, as well as their two special sport models.

In all the cars are embodied the stream line features, for which the Dort cars have been celebrated since the company brought out their 1921 models.

We Wonder Why—

Once again Glenn A. Tiedale has cheated the dentist.

Charley Weed always tells us about the "45 going out," but never about the "56 coming in."

J. Mellich is one of the world's worst marine photographers.

It used to be "Doctor" J. B. Hulett.

F. C. Matten keeps his eye on his new hat.

G. W. Tiedale of Newark, N. J., dined at Travers Island the other night.

Russell Engle is officially barred from using Chet Williams as a golfing partner.

C. B. Warren has worn out three sets of golf clubs in a year.

B. S. B.

C. H. WILLS SETS AT REST SOME COMBINE RUMORS

We are in receipt of the following self-explanatory statement from C. H. Wills, president of the Wills Sainte Claire Company:

During some twenty years' acquaintance with Henry Ford, sixteen years of which I was associated with him in his business, I have always held him in high esteem and respect; in fact, have regarded him as a sincere friend, which feeling, I am sure, has been reciprocated by Mr. Ford. Since leaving the Ford organization and starting our plant at Marysville I have naturally met both Mr. Ford and his son Edsel many times, in a friendly way. Some persons, unknown to me, have evidently construed these friendly meetings as indicating another business arrangement between Mr. Ford and myself. Some people even argued that Mr. Ford, having acquired the Lincoln plant, had an ambition to build a still greater organization and that the addition of the Wills Sainte Claire line was but another step in that direction.

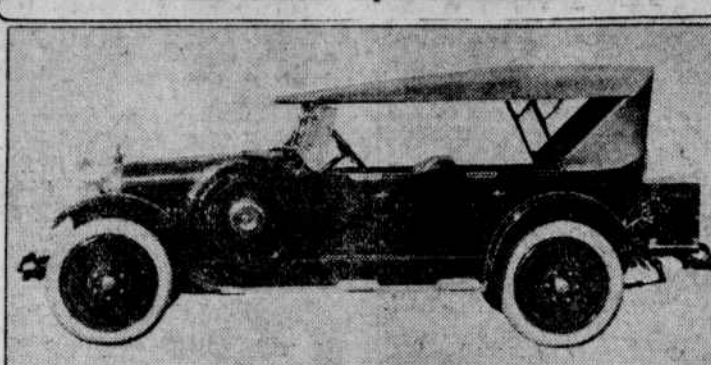
Some even intimated that because Mr. Ford purchased a Wills Sainte Claire there surely must be something more in Mr. Ford's mind than a friendly interest in our organization and its success. All of this has not only been embarrassing to me, but has caused many inquiries as to what would happen. I hope now, therefore, that the denial by both Mr. Ford and myself will put at rest once and for all the numerous rumors which have been floating about.

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This Device Reduces Driving Hazards.

The value of the Winterfront as an aid toward more efficient motor operation has been brought to light in a very pronounced way by the many women motorists who have learned of its benefits during the past two winters. Ryan & Hughes, the distributors, describe the Winterfront as a thermostatically controlled radiator shutter-cover. Controlled by the motor's temperature, it automatically adjusts itself to the motor's needs, the shutter opening and closing as the temperature requires.

New Nash Sport Model



The new Nash sport model, just introduced, is pronounced by those who have seen it to be a distinct achievement.

Shipments of this new model began October 1. Its appearance on show room floors at points where it has been received, has attracted instant attention, and in view of the fact that the new car can be furnished by the factory this year only in limited quantities, it is doubtful whether the supply will begin to equal demand. The price is \$1,645 f. o. b. Kenosha.

The maroon body is swung low to the road. It is set off by handsome bumpers front and rear, six disc wheels, two spare wheels with extra cord tires and tire covers mounted at the front on either side. In the rear is a trunk with water proof cover, trunk rack, windshield wings, nickel plated windshield posts, spot light, nickel plated barrel head

lamps, nickel plated cow lamp, nickel plated combination stop and tail lamp, radiator shell, cowl ventilator, motor, locking type monogram radiator cap, silk mohair top and windshield wiper.

The running boards are equipped with special covering and aluminum step plates with metal filled rubber pads. The guard bars at the back of the body are nickel-plated. The upholstery is Spanish leather.

In short the new Nash sport model is so excellent in point of performance and so attractive in appearance that its reception on the part of the public indicates it will have special precedence in the fine car field. It is equipped with the Nash perfected valve-in-head motor, easy riding springs and possesses all the features that have won for Nash so distinguished a position in the automobile industry.

The Transcontinental Gray



The Gray touring car which for the last twenty-six days has been plowing its way across the continent from San Francisco, rolled up to the curb in front of the show room of Albert Hirst, distributor for the Gray car, on Broadway last week.

Some remarkable records were made by this car, which left San Francisco at 4 o'clock on September 12. The driver was Leo Du Clark and the official A. A. A. observer was Capt. A. V. Walton. A total of 4,819 miles were covered, the elapsed time being twenty-six days and sixteen hours.

When the car came to a stop at its destination, the keys were handed to Chairman Crossenmire of the A. A. A. contest board who made the formal record of the fuel and oil consumption on the trip. His figures show that 129.65

gallons of gasoline were used and eight gallons of lubricating oil, making an average of 33.8 miles to the gallon of gasoline, a remarkable record for so long and arduous a trip. The original California air remained in the United States Royal Cord tires throughout the run.

A letter from Mayor Rolph of San Francisco to Mayor Hylan was carried through and safely delivered. This pioneering vehicle will remain on exhibition at the Gray headquarters in New York—Broadway, Fifty-fourth street—for a few days this week.

The Republic Rubber Company, manufacturer of Republic tires, has reopened its tire department at the company's Albert street plant in Youngstown. Production will be gradually increased in the near future.

PEERLESS COMPANY IN BIG EXPANSION

Now Occupies an Entire Building at Broadway and Sixty-second Street.

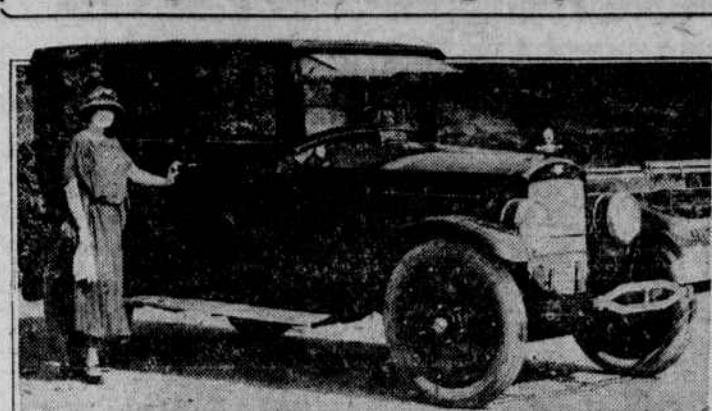
The Van Cortlandt Vehicle Corporation, metropolitan distributors of the Peerless eight, have moved from the corner of Broadway and Sixty-third street to the four story building at the corner of Broadway and Sixty-second street, which they have completely renovated. This property, formerly occupied by the Keystone Tire and Rubber Company, is opposite the New York Cadillac Company and adjoins the Packard Motor Car Company's salesrooms.

The present New York branch of the Peerless Motor Car Company was opened at the Broadway and Sixty-third street corner on November 27, 1916, with J. A. Clark, the present general manager, in charge of retail sales. At that time the Peerless had no dealers and to-day the company has one of the strongest selling and distributing organizations in this part of the East, all of the Peerless dealers being most enthusiastic over the new R. H. Collins production and the liberal broad policy of the company.

Associated with Clark in the local headquarters are E. H. Fagan, superintendent of service; Frank Zittel, general auditor; John J. McTernan, cashier, and Charles G. Percival, advertising manager, together with Oliver Du Charmo and Julian Malcom of the sales force, all of whom were with him when the branch opened in 1916. The present staff includes W. R. Chandler, retail sales manager; C. S. Johnson, district sales manager; George M. Brock, used car manager, and the following salesmen: Julian Malcom, Channing Burbank, Victor Tillotson, W. G. Boldman, A. B. Root, Oliver Du Charmo, Otto Koenigsdorf, R. D. Guy and Charles H. Jones.

The dealer organization includes Russell P. Taber, Inc., Hartford, Conn.; J. A. D. Motors, Inc., Brooklyn, N. Y.; J. W. Mason & Sons, Newark, N. J.; Connecticut Motors, Inc., New Haven, Conn.; Van Motor Company, Kingdon, N. Y.; Jackson Motors, Inc., Paterson, N. J.; Union Garage, Inc., Perth Amboy, N. J.; F. L. Aggar, White Plains, N. Y.; A. Lustbaum, Long Branch, N. J.; Red Bank, N. J., and Asbury Park, N. J.; H. S. Pfeffer, Elizabeth, N. J.; De Grant Motor Car Company, Plainfield, N. J.; H. S. Grossman, Hackensack and Harrison, N. J.; F. M. Mitchell Motor Car Company, Jersey City, N. J.; Staten Island and Selden Sales Company, Port Richmond, Staten Island, N. Y.; Empire Motor Sales Company, Port Chester, N. Y.; Husted & Hagar, Mount Vernon, N. Y.; William Hancock, New Rochelle, N. Y.; American Motors, Inc., New Brunswick, N. J.; Harry A. Goff, Central Valley, N. Y., and George Smith Morristown, N. J.

Singer Finds Motoring Helpful



Mary Meisen of the Metropolitan Opera Company, shown here with her new Auburn Sedan, finds the relaxation of motoring into the country very helpful in keeping her fit.

Designer of New Car a Mechanical Wizard

The designer of the new Commander—a \$3,000 automobile just introduced by the Commander Motors Corporation of Chicago—is one of those unusual mechanical wizards who in the last fifteen years has built special cars with his own hands for men who could afford high class automobiles of marked individuality. Hugo W. Ogren has designed and built no less than fifteen different types of cars during his career in the automobile business. He has turned out not only family cars but powerful speed cars, which at one time were conspicuous performers on well known tracks throughout the country. Before the advent of the automobile Ogren designed and made racing bicycles for himself and friends. Even in those early days he showed great ability and had the happy faculty of being both ingenious and practical. Being of an inventive turn of mind he constantly made improvements which he incorporated into his designs.

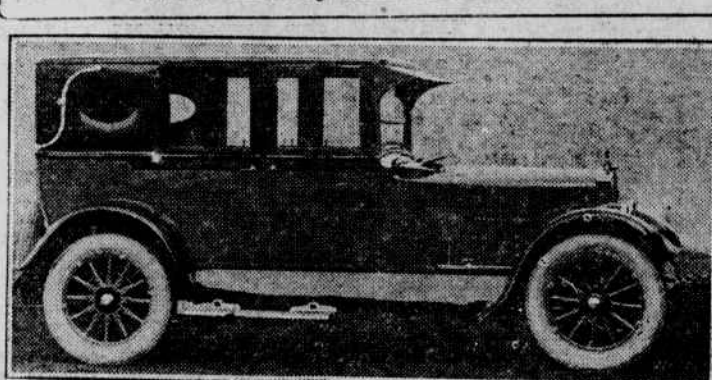
There is a wide, deep seat in the rear for three and two Pullmanlike chairs in front. Unusual driving vision, which insures driving safety, is provided by the unique windshield construction and extra wide windows. The driver's left arm is not cramped.

The Royal Coach Is a New Lexington Model

A new closed car of the Lexington line is called the "Royal Coach." In its design there has been no attempt made toward ostentation. Rather, its beauty lies in its unusual simplicity. It has a five passenger body, covered entirely with metal, which takes an extraordinarily fine finish.

There is a wide, deep seat in the rear for three and two Pullmanlike chairs in front. Unusual driving vision, which insures driving safety, is provided by the unique windshield construction and extra wide windows. The driver's left arm is not cramped.

New Barley Six Attractive



A. C. Barley's widely heralded Barley six, which bears the name of the builder of the well known Roamer, is now on view at the local salesroom, 1800 Broadway.

Along the Row

The Herman Motor Truck Company of New York, distributor of the Stewart line, recently delivered a fleet of delivery wagons equipped with cord tires to the makers of Beech Nut bread.

Automobile body makers will stage their second national show in the Twelfth Regiment armory, January 8 to 13. This will come at the same time as the National Automobile Show in Grand Central Palace, thus making the period one of the biggest automobile weeks New York has ever seen. With the body builders and the car manufacturers from all parts of the country holding their annual displays at the same time the automobile industry will practically own the city for six days.

J. J. Hunt, metropolitan distributor for Rickenbacker cars, received word from Paris from Capt. E. V. Rickenbacker, who with his bride is honeymooning at the scene of his sensational air battles which returned in America's ace of aces at the close of the World War, that he is very much impressed at the progress of aviation in Europe, especially in France, where the Government has created a subsidy to assist commercial aviation.

Hundreds of the latest automobile models will be on display along Brooklyn's automobile row this week. The occasion is the autumn show of the Brooklyn Motor Vehicle Dealers Association and the event has stirred rivalry among the members of the organization more than any other happening in recent years. The cars are being exhibited in the many modern sections have "dressed up" which are on Bedford avenue. However, Fulton street, Atlantic avenue, Flatbush avenue and Lafayette avenue will also reflect the prevalent in the Brooklyn automobile world for the next six days. Dealers in the last named sections have "dressed up" just as lavishly as their contemporaries who are situated on motor car row proper.

George Dickson, president of the National Motor Car and Vehicle Corporation, who bills of New York for the show drawings of the National Automobile Chamber of Commerce, told George Morrow, the local National dealer, that in all his experience in the automobile business he had never seen anything like the present demand for closed cars.

"I can't build them fast enough," he said. "Although we saw this thing coming and thought we had prepared for it, we are wamped, just the same. You might say that we are specializing in closed cars. With our organization and equipment we ought to catch up with the demand before very long. We have an expert designer of national reputation and a special body building department. Our closed coupes, which were so well received at the recent closed car show, is a sample of their work. This car is admired by all who see it."

Three Overland four touring cars and one Willys-Knight touring car entered by J. Hamlet & Co., Ltd., Willys-Knight dealer in New Zealand, were given perfect scores at the completion of the recent reliability run of 143 miles from Christ Church to Akaroa and return. The three Overlands and the one Willys-Knight were given a score of 1,000 each for a perfect non-stop run and reliability of performance. There were twenty-six cars in the contest.

Road conditions and a driving rain made the trip extremely difficult and hazardous, yet the Overlands established a record of 27.4 miles to the gallon of gasoline and the Willys-Knight 19.22 for the entire distance.

Gene Sarazen, the professional golf champion, is the proud owner of a Packard single six roadster. He was in such a hurry to get his new car that he went all the way out to the factory to drive it in himself.

We received last week a very complete and instructive book entitled "Motor Vehicles and Their Engines," by Frazer and Jones. It is published by D. Van Nostrand Company of 3 Warren Street. This interesting publication covers care, repair and management of both passenger cars and trucks.

Now—



Willys-Knight Cars Within the Reach of All

WILLYS-KNIGHT

NOW SELLS FOR

\$1235

These new low prices make Willys-Knight cars the lowest priced Knight-motored cars in the world.

The wonderfully smooth Willys-Knight motor, free from carbon trouble, valve grinding and adjustments, actually improves with use.

Improvements and refinements of the car include a rear axle of exceptional strength, a clutch so smooth, and steering so easy that driving seems effortless.

The Willys-Knight Sedan at \$1950 is without doubt the greatest Sedan value you can buy.

WILLYS OVERLAND, INC.
Broadway at 50th St. Tel. Circle 8400.

Bronx: 2436 Grand Concourse (Near 188th St.). Tel. Fordham 5340.
Brooklyn: Corner Fulton St. and Bedford Ave. Tel. Sterling 8800.

Newark: 526 Broad St. Tel. Mulberry 4020.
OPEN EVENINGS.

Touring		Roadster		Coupe		Sedan	
Was	Now	Was	Now	Was	Now	Was	Now
\$1375	\$1235	\$1350	\$1235	\$1875	\$1795	\$2095	\$1950

Studebaker

ROADSTER

\$975

LIGHT-SIX

\$1225

COUPE-ROADSTER

\$1225



The Studebaker Light-Six Roadster and Coupe-Roadster were primarily built for business use. In meeting the urgent demands of business, they naturally have fulfilled the needs of the small family.

Each is built for hard usage, day in and day out. And as they are completely Studebaker built—you know they will stand up under hard going.

The bodies are attractive, roomy and thoroughly comfortable for all-day travel. Ample luggage space is provided under the rear decks.

There's an internal hot-spot to reduce gasoline consumption to a minimum. Valves are inclined at a 20 degree angle to give a new measure of power, greater flexibility and better acceleration. Crankshaft and connecting rods are machined on all surfaces, thus eliminating vibration and insuring longer life to the motor.

Studebaker low prices are made possible by great volume and complete manufacture. Studebaker quality is traditional.

The Studebaker Light-Six Coupe-Roadster seats two passengers; has side coach lamps; rain visor; windshield wiper; eight-day clock.

The three-passenger Roadster has cowl lights; storm curtains opening with doors; large plate-glass window in rear curtain; inside and outside door handles.

Both models are upholstered in genuine leather; have ample space under rear deck for luggage; ignition and thief-proof transmission locks; cowl ventilator.

MODELS AND PRICES—f. o. b. factories					
LIGHT-SIX		SPECIAL-SIX		BIG-SIX	
5-Pass., 112" W. B., 40 H. P.		5-Pass., 119" W. B., 50 H. P.		7-Pass., 126" W. B., 60 H. P.	
Touring.....	\$975	Touring.....	\$1275	Touring.....	\$1650
Roadster (3-Pass.).....	975	Roadster (2-Pass.).....	1250	Speedster (4-Pass.).....	1785
Coupe-Roadster (2-Pass.).....	1225	Roadster (4-Pass.).....	1275	Coupe (4-Pass.).....	2275
Sedan.....	1550	Coupe (4-Pass.).....	1875	Sedan (4-Pass.).....	2475
		Sedan.....	2050	Sedan (Special).....	2650

Cord Tires Standard Equipment

THE STUDEBAKER CORPORATION OF AMERICA

1700 Broadway, Manhattan

MANHATTAN

1121 St. Nicholas Avenue

2605 Seventh Avenue

79 Fulton Street

87 Second Avenue

337 East 199th Street

2484 Grand Concourse

208 Southern Boulevard

445 Tremont Avenue

QUEENS: 8343 Jamaica Avenue, Woodhaven; 2332 Myrtle Avenue, Ridgewood; 139-20 Hillside Avenue, Jamaica

STATEN ISLAND: 139 Bay Street, Tompkinsville; 220 Richmond Avenue, Port Richmond

1409 Bedford Ave., Brooklyn

BROOKLYN

374 Flatbush Extension

1337 Bushwick Avenue

430 Broadway

5001 New Utrecht Avenue

THIS IS A STUDEBAKER YEAR